

To: York Region Rapid Transit Corporation Board of Directors
From: Mary-Frances Turner, President
Subject: **Viva Direct Underground Connection to the Spadina Subway at the Vaughan Metropolitan Centre**

Recommendations

It is recommended that:

1. The Board approve a direct underground connection from the Highway 7 Viva platform to the Spadina Subway at the Vaughan Metropolitan Centre.
2. The Board seeks York Region Council funding support of up to \$500,000 to undertake the design work.
3. YRRTC staff endeavor to recover the cost of the final design from senior levels of government.

Purpose

This report:

- seeks Board approval of a direct connection from the Viva rapid transit station at Highway 7/Millway Avenue in the Vaughan Metropolitan Centre to the Spadina Subway extension.
- seeks Council authority to fund the final design of the underground connection.

Background

- The Vaughan Metropolitan Centre (VMC) subway station is the end-of-the-line station on the Spadina extension and includes the following key project elements:
 - The underground subway platform, concourse and main station entrance
 - A bus facility to accommodate local YRT bus service
 - A passenger pick-up/drop-off (PPUDO) facility
 - Viva platforms located within the Highway 7 right-of-way which accommodate bus rapid transit service to the area; and
 - Connections between these facilities
- The scope of the current station design has changed from what was planned in the original scope of the station included in the EA

EA Scope – Condition of EA	Final Project Description
• On-street urban bus transfers between YRT/Viva and the subway	• Off-street YRT bus terminal to be built in two phases with future direct connection to subway box
• PPUDO built around “transit square” with direct access to subway concourse	• PPUDO to be built in two phases; initially off-street and ultimately provided on-street as the road network develops
• Highway 7 Viva stations with no direct access to the subway	• All Viva service to remain on Highway 7 with direct access to the subway station box

- An on-street strategy to accommodate local YRT buses has now been replaced with an off-street YRT bus terminal with a future connection. One major entrance north of Highway 7 on Millway Ave. has replaced the three EA proposed entrances. Viva service will remain on Highway 7.
- The VivaNext budget includes platforms and canopies at the VMC station. However, funding for the vertical transfer elements (elevators, escalators and stairs), wider platforms, increased property requirements, as well as the design, construction and fit-out of the below grade Viva vestibule located adjacent to the subway concourse has not been provided for in either of the TYSSE nor vivaNext budgets.

Analysis

- Direct underground connections between the Viva platforms and the subway will improve the quality and safety of passenger transfers. Without these connections, all transferring passengers will be forced to cross Highway 7 at-grade in order to access the main station entrance on the north side of Highway 7.
- Approximately 1,000 rapid transit riders are forecast to use the station during the peak hour.
- The underground connections to the Viva platforms need to be designed now or risk not being included as part of the station construction contract and not being in place for opening day of the subway
- The TYSSE Executive Task Force (ETF) directed the project to include the design of the direct Viva platform connections as part of the current scope. Because this component of the project was not anticipated in the TYSSE budget, YRRTC has been requested by TTC to provide a letter indicating that the design fees associated with the underground connection will be paid for by YRRTC.
- A funding source needs to be established for the design and construction of the direct connection. Staff has estimated that the design costs for the underground connection from the viva platforms to the subway station will be \$500,000 and the anticipated capital construction costs are expected to be approximately \$20 million (includes full viva station and below ground connection).
- A funding request has been made to Metrolinx to cover both the design and construction costs

Conclusion

- In order to improve the quality and safety of large passenger transfer volumes, direct underground connections should be provided between the surface Viva BRT platforms and the below grade subway station at VMC. Without these connections, all transferring passengers will be forced to cross Highway 7 at-grade in order to access the main station entrance on the north side of Highway 7.
- The cost premium associated with designing a direct connection between the Viva platforms and the subway was not included in either the TYSSE or VivaNext budgets.

- Staff have estimated that the final design costs for the underground connection from the viva platforms to the subway station will be \$500,000.

For more information on this report, please contact Paul May, Chief Engineer, York Region Rapid Transit Corporation at 905-886-6767, Ext. 1030.

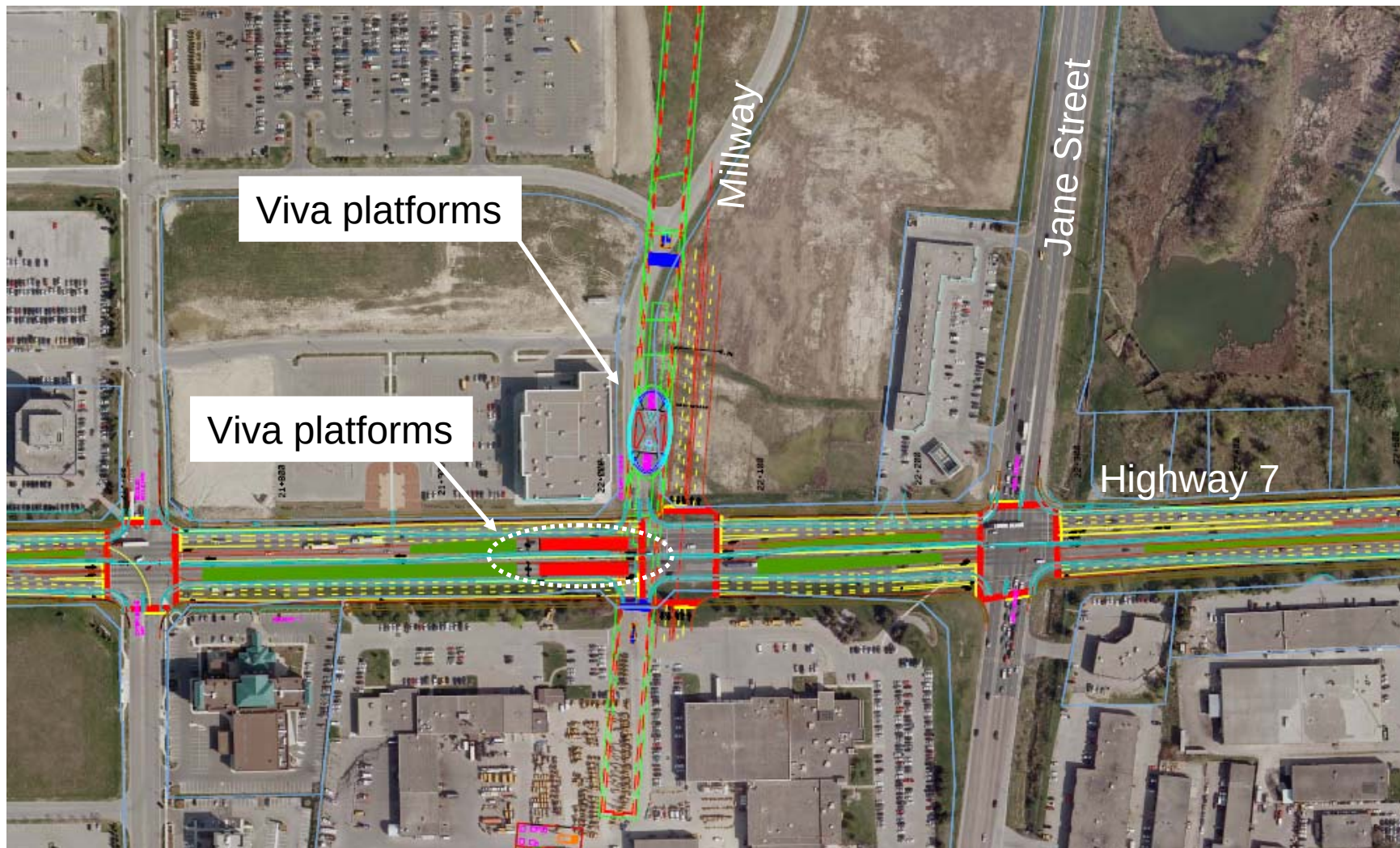
Mary-Frances Turner
President

May 21, 2010

Attachments (1)

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VMC Station – viva Platforms at Millway



VMC Station – viva Connection

